(b) whether a massive fraud in the system of accounts was detected;

(c) whether issue will be enquired into by the CBI; and

(d) if. not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) No, Sir. The minutes of the meeting do not contain any record of such discussion.

(b) to (d) Do not arise.

False profit shown by Air India

7714. SHRI V. RAJAN CHELLAPPA. Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state: (a) whether Government collaborated with Air India in 1992-93 to show false profits;

(b) whether any representative of Government was present on the Board of Air India in 1992-93; and

(c) whether any actioa has been taken against the representative of the Ministry for inefficient function-ins?

THE MINISTER OF CIVIL AVIA-TION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) No, Sir.

(b) Yes, Sir.

(c) Does not arise.

Steep decline in Air India's profits

7715. SHRI V. RAJAN CHELLAPPA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there has been a steep decline in the profits of Air India from 1992-93 to the present financial year-

(b) if so, the reasons therefor;

(c) whether Government propose to enquire into this decline;

(d) the steps proposed to halt this decline; and

(e) whether Air India has any rea sons for the prompt state of affairs

THE MINISTER OF CIVIL AVI TION AND TOURISM (SHRI GHULA NABI AZAD): (a), (b) and (e) Y Sir. The decline in profitability 1993-94 and 1994-95 as compared 1992-93 is due to:—

(i) impact of depreciation ar interest of the B 747-400 aircra acquired during 1993-94.

(ii) decline in yields by arour 10 per cent and decline in load fa tor from 64.6 per cent in 1992-93 59.6 per cent in 1993-94; and

(iii) impact of cancellation of s veral flights in the wake of plag outbreak.

(c) No, Sir.

(d) Air India is taking steps to fa the competition and to improve ;
product, image ad on-time perfor ance to attract more passengers at increase the revenue; the number services will also be increased depen ing upon additional entitlements at traffic demand.

Formation of Aviation Security For

7716. SHRI N. THANGARAJ PA DIAN : Will the Mnister of CIV AVIATION AND TOURISM be please to state

(a) whether it is a fact that Aviati Security Force was to be formed per Anti-Hijacking Act, 1994;

(b) if so. what are the details the of; and

(c) by when it will start functic ing?

THE MINISTER OF CIVIL AVI TON AND TOURISM (SHRI GHULA NABI AZAD) : (a) to (c). Anti-Hijas ing Act, 1982 as amended in 1994, dc not envisage setting up of Aviatii

Security Force. The Amendment Act has been framed for the speedy trial of persons accused of unlawful interference with civil aviation operations.

ITDC Financed Guest House at Rameshwaram

7717. SHRI PASUMPON THA. KIR-UTTINAN : Will the Minister of CIV1 AVIATION AND TOURISM be pleased to state :

(a) whether an ITDC Financed guest house at Rameshwaram in Tamil Nadu is kept idle without any maintenance and administration;

(b) what is the total amount invested on this guest house and when the construction was completed; and

(c) what are the reasons to keep it unused and allowed to dilapidate?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) ITDC does not have or operate any unit/guest house at Rameshwaram in Tamil Nadu.

(b) and *(c)* Do not arise.

Vayudoot service in the North Eastern Region

7718. SHf BHADRESWAR GOHAIN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state

(a) whether Government are aware that the Vayudoot service was initially meant for the North Eastern Region only;

(b) if so, what are the reasons for expanding the Vayudoot network to almost all parts of the country thereby crippling the service;

(c) whether Government are aware that Vayudoot service in this region is not operation at present;

(d) the name of the airport in the North Fast where Vayudoot service is operating at present and also the airports which have not yet seen a single aircraft since their inauguration; and

(e) whether any new scheme has been chalked out to improve air services in the North Eastern region?

THE MINISTER OF CIVIL AVIAT TION AND TOURISM (SHRIGHU-LAM NABI AZAD) : (a) Vayudoot Ltd. was initially set up in 1981 to connect inaccessible areas in the North East and other regions of the country.

(b) The network of Vayudoot operations was expanded in later years to make the company commercially viable.

(c) and (d). Vayudoot has been operating to the following stations in the North Eastern Region:—

1. Silchar (Assam)
2. Lilabari (Assam)
3. Dibrugarh (Assam)
4. Guwahati (Assam)
5. Agartala (Tripura)
6. Aizwal (Mizoram)
7. Ziro (Arunachal Pradesh)
8. Tezu (Arunachal Pradesh)
9. Dimapur (Nagaland)
10. Shilong (Meghalaya)

The operation of Vayudoot so some of the above and other stations had renxained euspended for different periods owing to a variety of reasons,

(e) Under the existing guidelines, scheduled domestic airlines are required" to deploy 10 per cent of the capacity deployed on Category I routes, on routes in Category II, which include North East region, Jammu and Kashmir, Andaman and Nicobar Islands and Lakshadweep.